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FILE INFO

REPRODUCTION PROHIBITED

ACTION	1		6		11		16
	2		7		12		17
	3		8		13		18
	4		9	25X1A2d1	14		19
	5		10		15		20

NNNN 2 8 R E T 211827Z JAN 69 CITE [REDACTED] 0107.

25X1A2d1

IDEALIST

25X1A2d1

FOLLOWING MSG CITE [REDACTED] 323, 201438Z JAN 69 IS QUOTED FOR YOUR INFO:

QUOTE: SUBJ: U-2C TRIM INCIDENT

REF: 100SRV INCIDENT RPT, 160100Z JAN 69, U-2C A/C

25X1A

SEVERAL AUTOPILOT TRIM MALFUNCTIONS HAVE BEEN REPORTED SUBSEQUENT TO THE U-2 ACCIDENT AT [REDACTED] IN JUNE 1968. PRIOR TO THE ACCIDENT [REDACTED] CREWS RECALLED FOUR PREVIOUS INCIDENTS WHICH WERE NOT REPORTED OR DOCUMENTED AND THEREFORE COULD NOT BE CORRELATED. PROJECT AND AFSC HAVE NO RECORD OR RECOLLECTION OF RUNAWAY TRIM CONDITION THAT COULD BE APPLIED FOR COMPARATIVE ANALYSIS TO THE SUBJECT ACCIDENT.

25X1A

IN REFERENCE TO THE ACCIDENT CAUSE, NO MATERIAL FAILURE WAS FOUND. IT IS THE OPINION OF THIS WRITER THAT THE A/P SYSTEM FUNCTIONED NORMALLY. MOST PROBABLE CAUSE OF ACCIDENT DUE TO PILOT FAILING TO DISENGAGE THE AUTO PILOT WHICH WOULD ACCOUNT FOR THE EXCESSIVE NOSE UP TRIM CONDITION THAT HE EXPERIENCED. IN JUSTIFICATION TO THE PILOT OTHER FACTORS WERE WORKING AGAINST HIM. A. THE TRAVEL RATE OF THE AUTO TRIM CIRCUIT WERE MALADJUSTED; OPPOSITE YOKE FORCE CAUSED THE PITCH TRIM TO RUN THE ELEVATOR TRIM ACTUATOR AT FULL SPEED RATHER THAN AT A SLOWER

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	2	7	12	17
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	4	9	14	19
25X1A2d1	5	10	15	20

PAGE TWO

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PULSING RATE. B. THE PILOT DISENGAGED THE YOKE TRIM CUT-OFF BUTTON ASSUMING THE TRIM TRAVEL WOULD STOP IMMEDIATELY. THE TRIM CUT OFF BUTTON CONTROLS THE YOKE SWITCH ONLY AND HAS NO EFFECT ON ELEVATOR TRIM OPERATION BY THE AUTOPILOT. THE HANDBOOK DID INDICATE THAT THE TRIM CUT OFF BUTTON DISABLE THE TRIM CIRCUIT.

CORRECTIVE ACTION TO PRECLUDE FURTHER ACCIDENTS INCLUDED REVISION OF TECH DATA TO MORE CLEARLY SPELL OUT PROCEDURES FOR ADJUSTING AUTO TRIM CONTROL; MODIFIED A/C CIRCUITRY TO STOP TRIM-MAN OR AUTO-TRAVEL THROUGH YOKE TRIM CUT OUT SW. [REDACTED] IS INVESTIGATING A SYSTEM FOR LIMITING TRIM TRAVEL WHILE IN THE HIGH ALTITUDE ENVIRONMENT. REF MY REPLY TO SUBJ ACCIDENT, DATED 30 AUG 1968. 25X1A2d1

THE FOREGOING IS SIGNIFICANT FOR CORRELATION TO THE REF INCIDENT. THE ALLEGED ACCIDENT CAUSE WAS DUE TO RUNAWAY TRIM-NOSE UP; UNDERSTANDABLE BELIEF SINCE PRESSURE WAS APPLIED AGAINST THE YOKE (ASSUMPTION) CAUSING AUTOPILOT TO COUNTER WITH PULSING TRIM-NOSE UP. IN REF INCIDENT REPORT AUTOPILOT CAUSED PITCH UP ABOUT NOT AS A RESULT OF A RUNAWAY TRIM. THE AUTOPILOT COMMANDED NOSE UP TRIM-EOKE EXERTING A FORWARD PRESSURE AND AUTO TRIM ATTEMPTING TO COUNTER WITH NOSE TRIM. THE UNITS OBSERVED - SEVEN DEGREES UP - ARE NOT CONSIDERED ABNORMAL AND THE AUTO PILOT SERVOS SHOULD HAVE HELD.

Approved For Release 2000/04/12 : CIA-RDP33-02415A000300230086-8

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25X1A2d1	9	14	19	
	10	15	20	

PAGE THREE

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IN SUMMARY: AT THIS TIME I DO NOT CONSIDER THAT THE ACCIDENT AND INCIDENT CAUSES ARE ASSOCIATED, HOWEVER, THE FAILED SERVO WILL BE RETURNED TO [REDACTED] FOR ANALYSIS. 25X1A2d1

FYI THE FOLLOWING SAC INCIDENTS HAVE BEEN REPORTED SINCE JUNE 1968.

1. AUTOPILOT DISENGAGED DURING NIGHT FLT. CAUSE: BROKEN WIRES IN AILERON SERVO.

2. PILOT EXPERIENCED RAPID FWD YONE MOVEMENT. CAUSE: DUE TO CLEAR AIR TURBULENCE IN DENVER AREA.

3. ERRATIC AUTOPILOT OPERATION DURING INITIAL ENGAGEMENT AFTER TAKE OFF. CAUSE: FAILURE OF PITCH SERVO ACTUATOR. ITEM CHANGED ON CONDITION BY SAC AND IS A TIME CHG ITEM FOR PROJECT. (UNIT SIMPLY WORE OUT).